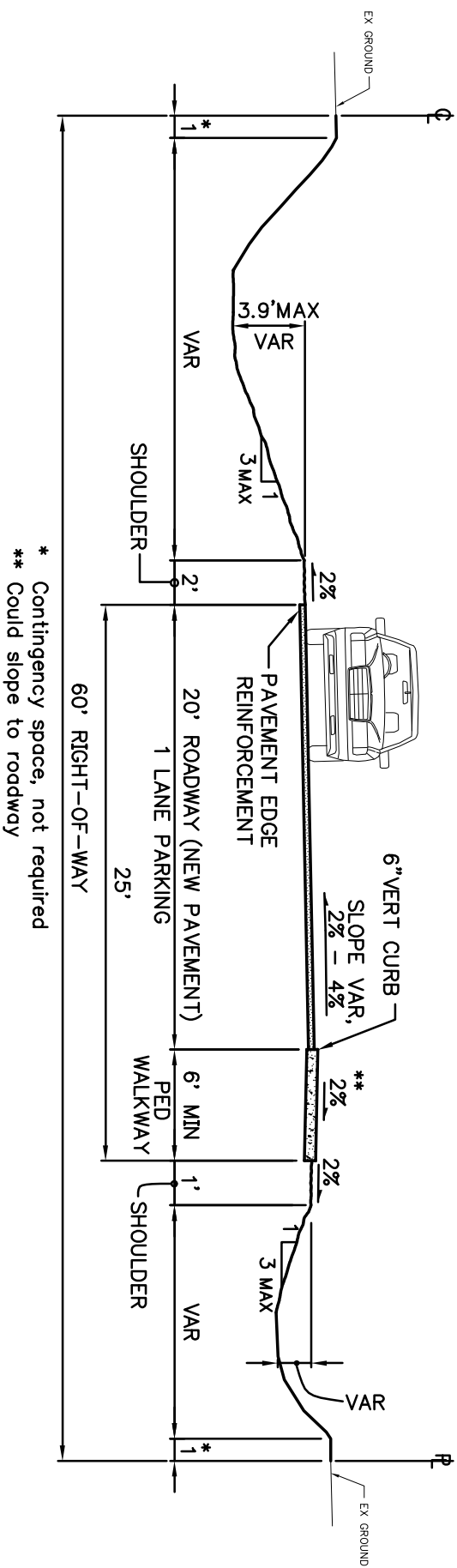
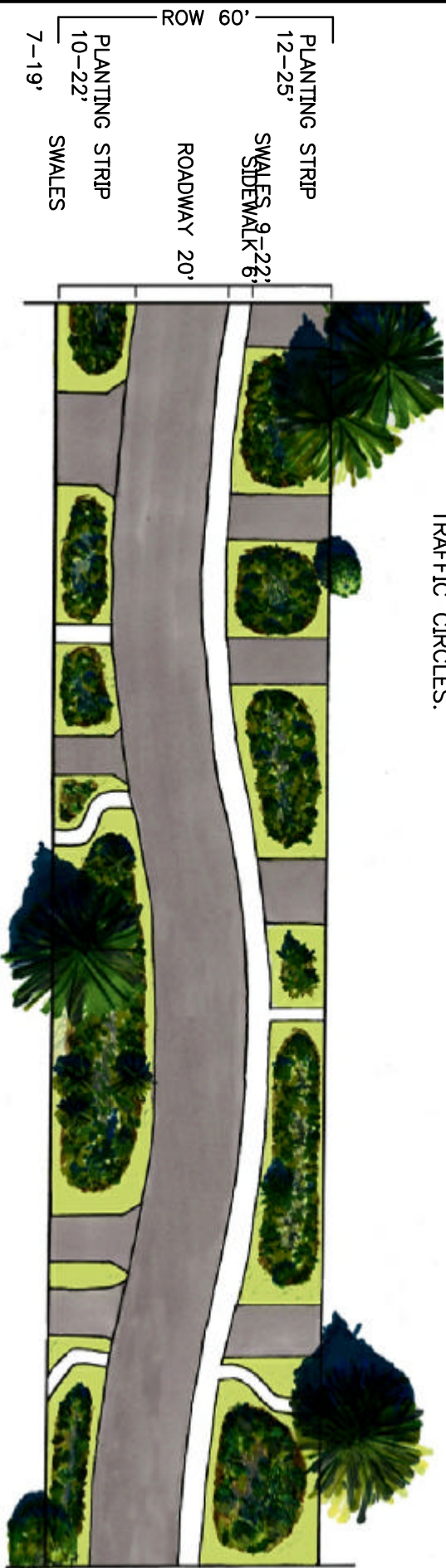


NOTES: ROADWAY CURVATURE WOULD VARY ON A STREET-BY-STREET BASIS.
SIDEWALKS WILL SEPARATE FROM THE ROADWAY AT INTERSECTIONS WITH
TRAFFIC CIRCLES.



* Contingency space, not required
** Could slope to roadway



SEATTLE
RIGHT-OF-WAY
Manual

**NDS CONCEPTUAL DESIGN, CROSS-SECTION
FOR FULL STREET IMPROVEMENT**

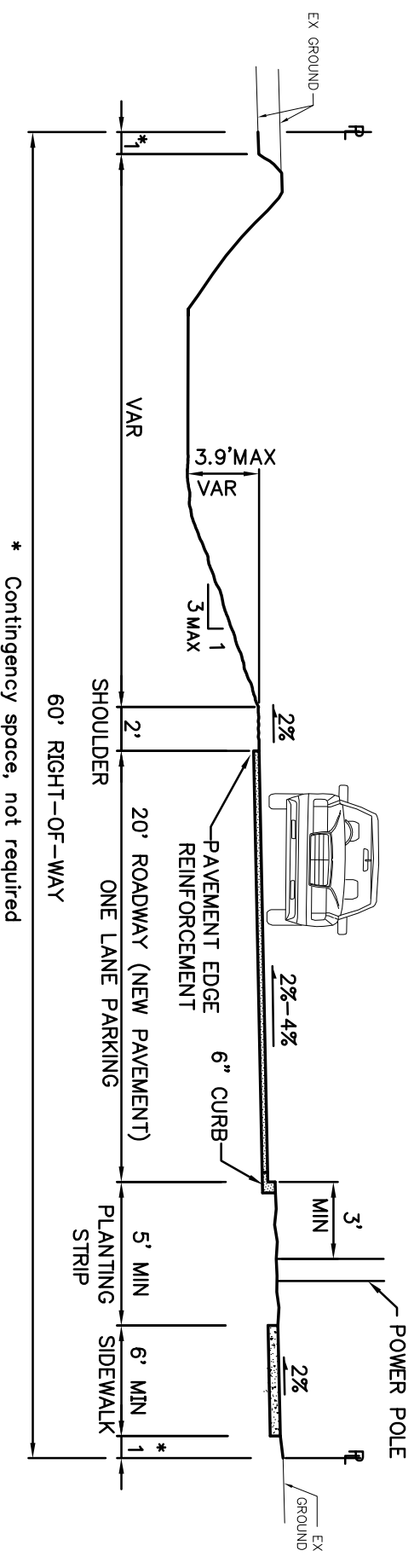
**CURVALINEAR, FLUSH CURB,
PARKING ON ONE SIDE**

FIGURE

6-11

JULY 2008

NOTES: CURVATURE TO STREET OR SIDEWALK MIGHT BE ADDED WHERE APPROPRIATE TO PRESERVE EXISTING TREES OR POWER POLE LOCATIONS. CURVATURE AT CROSS-INTERSECTIONS IS REQUIRED TO BRING ROADWAY CENTERLINE BACK TO RIGHT-OF-WAY CENTERLINE. SIDEWALK MAY BE ADJACENT TO THE ROADWAY AT SOME LOCATIONS.



* Contingency space, not required



NDS CONCEPTUAL DESIGN, CROSS-SECTION FOR FULL STREET IMPROVEMENT

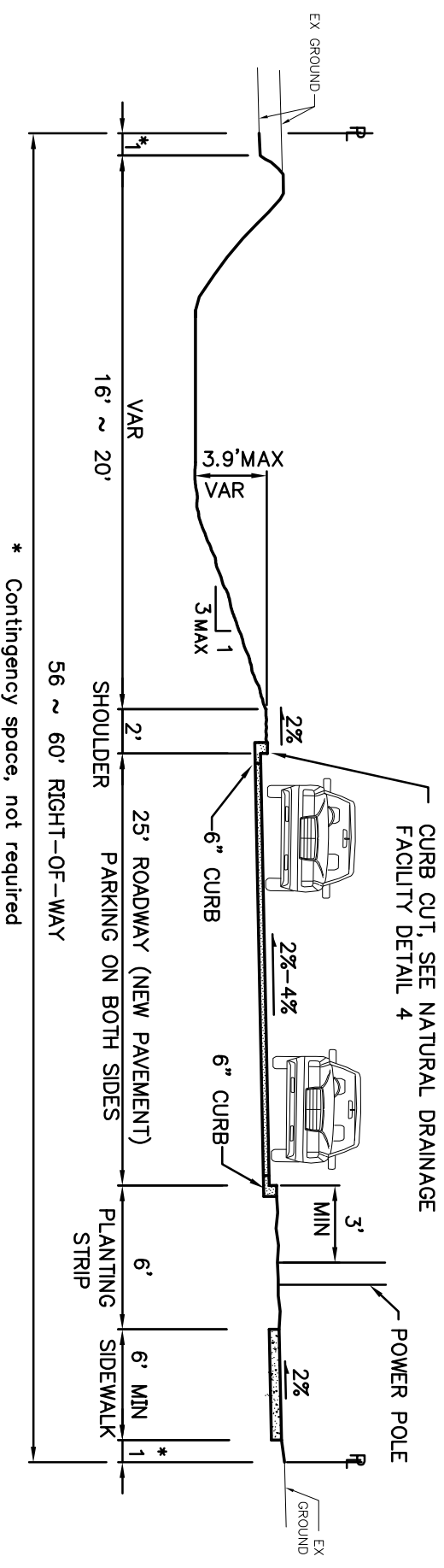
**OFFSET, FLUSH CURB,
PARKING ON ONE SIDE**

JULY 2008

FIGURE

6-12

NOTES: CURVATURE TO STREET OR SIDEWALK MIGHT BE ADDED WHERE APPROPRIATE TO PRESERVE EXISTING TREES OR POWER POLE LOCATIONS. CURVATURE AT CROSS-INTERSECTIONS IS REQUIRED TO BRING ROADWAY CENTERLINE BACK TO RIGHT-OF-WAY CENTERLINE. SIDEWALK MAY BE ADJACENT TO THE ROADWAY AT SOME LOCATIONS.



* Contingency space, not required



JULY 2008

**NDS CONCEPTUAL DESIGN, CROSS-SECTION
FOR FULL STREET IMPROVEMENT
CURB, GUTTER, OFFSET,
PARKING ON BOTH SIDES**

FIGURE

6-13